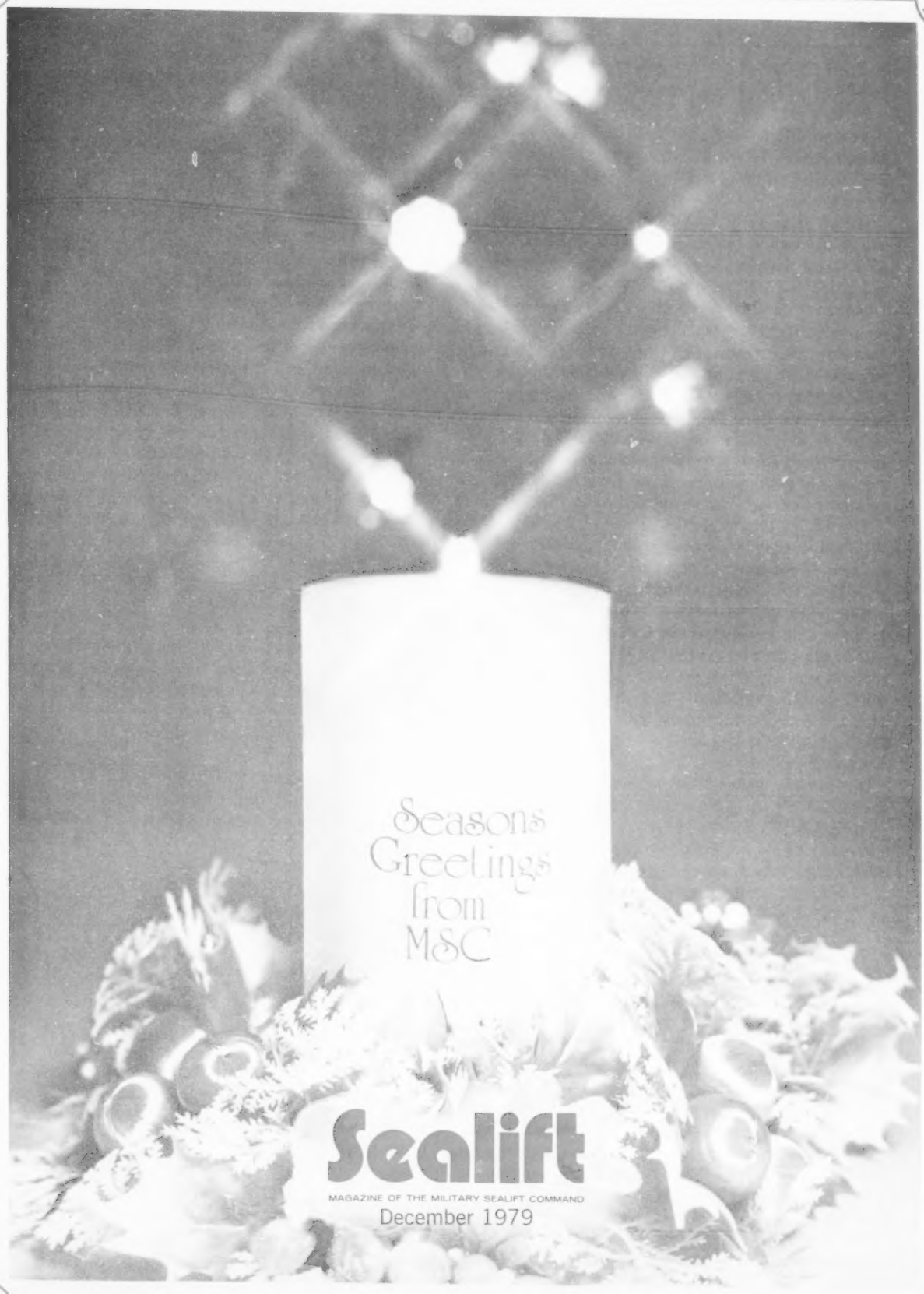



# Sealift

MAGAZINE OF THE MILITARY SEALIFT COMMAND
December 1979

# Let's Talk To One Another

Bernard Baruch gained considerable renown as a trusted though informal advisor to several presidents, particularly Franklin D. Roosevelt and his successor Harry Truman.

His office was a park bench in New York City but the words of wisdom he offered had a great impact on Americans, then and now. One quotation is appropriate to a point I would like to make.

Baruch often said, "Two things are bad for the heart, running up stairs and running down people."

During the Thanksgiving-Christmas-New Year holiday season we do a lot of running around, but we also seem to temper our criticisms of other people. We eat more and thus satisfy our physical appetites. Christmas music, the emphasis on religious precepts, and the many activities that go with the year-end holidays cloak us in a mantle of good will. Throughout the holidays we are apostles of kindness, of understanding and fellowship.

That is as it should be. Only if we seek to understand one another, only if we strive to communicate so that we can resolve our common problems and attain our mutual goals can we be successful and happy in our endeavors.

But, when the mass euphoria that the holidays produce has waned, we again become more parochial in our relationships with one another. That fact was brought home to me recently when several MSC mariners met with a member of my staff. Their discussion centered on what can be done to improve communication between MSC ashore units and offices and the crews of MSC manned ships.

One mariner claimed that those who work in support positions don't really understand mariners. "They think we are all drunks who live to get ashore and have a good time, and that we are loaded with money. They just don't realize," he continued, "that we often live on hot dogs and beans while waiting for a ship because it takes all of our money to support our families—and we have to live in fleabag hotels where we are in danger of getting rolled."

The group said one reason they thought they are not always understood or appreciated is that many of the shore people they meet have never worked aboard a ship, have never experienced routine and long separations from families, and have little idea of how hard mariners work or the dangers they face.

Those same mariners frankly admitted that some of their fellow seamen helped create such an image. "Some do get into trouble, and they create problems for the rest of us. They attract the attention, rather than the intelligent, hard-working family-oriented, reliable and professional seafarers who are in the majority."

Unfortunately, most of us seem to pay more attention to the negative than the positive. That fact is reflected in the press, in the TV news, and in other media because that is the type of story that attracts readers or viewers.

Only on special occasions—such as Christmas and Thanksgiving—is there more than a sampling of stories that warm our hearts and reinforce our faith in the basic humanity of mankind.

All of which brings me to a point I think important. Recognizing that all of us in MSC, seafarers and those who work ashore, military and civilian, men and women, young and old often stereotype those with whom we have limited contact, why not resolve to make a more positive effort to understand one another better? Why not exert an extra effort to communicate with one another—doing all that we can to pass on information from the office of the commander, the staff office, the middle manager or supervisor, the ship master or officer —so that everyone knows what is going on, and why?

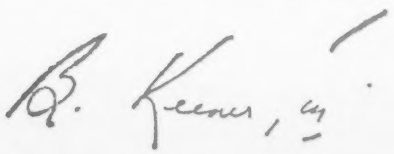
And, rather than accepting the idea that others may not fully understand us or our problems, why not mount a concerted effort to make sure that there is continuing and comprehensive feedback of information? Awareness and understanding are products of timely, accurate and complete information.

Communicating just doesn't happen. We have to work at it, and running down people or MSC itself doesn't help. In the long run, running down the command and one another hurts since we tend to accentuate the negative and play down the positive. The result? Frustrations, and emotional frustrations can trigger heart attacks just as surely as physical ones—like running up stairs.

We don't have a serious problem, one that can't be solved. We aren't like Christopher Columbus who didn't know where he was going, and didn't know where he was when he got there. And when he got back, he didn't know where he had been.

We know who we are, members of the Navy's Military Sealift Command. We are part of a highly specialized team, but because we are specialized we don't have as much contact with one another as we would like. We simply need to do more to get to know each other, and to understand how all of us contribute to a common mission and to one another's goals. No better time to enlist in such an effort than at the end of the year when we traditionally make resolutions for the new year.

My own resolution is to help make MSC an even more effective civilian-military sealift team and an even better place to work. I hope that resolution is one we share.



*COVER: The cover expresses in seasonal terms what we all want to say to MSC employees, their families and friends: Best wishes and smooth sailing throughout the holiday season. The cover was designed and photographed by Art Mullins.*

Rear Adm. Bruce Keener, III
Commander, Military Sealift Command

Larry C. Manning
Legislative and Public Affairs Officer

Louis R. Granger
Public Affairs Officer

Arthur Mullins
Art Director

Russ Egnor
Photo

Martin Gershen
Suzanne J. Stack
Contributing Writers

# Sealift

MAGAZINE OF THE MILITARY SEALIFT COMMAND

Vol. XXIX No. 12 Washington, D.C. December 1979

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Chief Premo retires after 40 years of naval service and remembers Dec. 7, 1941.

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Oiler Kawishiwi is turned over to MSC and another tug is delivered.

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## Seamen's Church Institute

For 145 years the institute has been a home for mariners in New York.

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# remembering. . .

# PEARL HARBOR

*By Lt. Cmdr. Paul Stillwell, USNR*

The prewar U.S. Navy was a spit-and-polish outfit given to precise observance of regulations and safe operating procedures. But a much more pragmatic philosophy quickly took over the morning of Dec. 7, 1941 when Japanese aircraft devastated Pearl Harbor, Hawaii. One who was there to observe and participate in the abrupt transition from peace to war was 20-year-old Seaman Second Class Walter P. Premo of the light cruiser Phoenix.

Now a chief boatswain's mate, Premo retired from the Naval Reserve last month, more than 40 years after his initial Navy enlistment. He was probably one of the last few drilling reservists who had been through the Japanese attack on Pearl Harbor.

From March 1977 until his retirement, Premo was chief master at arms for Military Sealift Command Office Baltimore/England Unit Number 106, drilling at Fort McHenry in Baltimore. He was being trained to supervise naval port services if an MSC office were to be opened in Baltimore in the event of wartime mobilization or national emergency.

In addition, he served the reserve unit by keeping its training program moving along on schedule and looking after the needs of fellow reservists. In many ways, Premo is a throwback to the experienced, no-nonsense chief petty officers who were a vital part of that prewar Navy he joined 40 years ago—the nucleus of the vastly enlarged naval forces which eventually helped win World War II nearly four years after the initial Japanese air strike.

On the morning of December 7, he was helping unfurl a canvas awning on the quarterdeck of the Phoenix. The awning was routinely rolled up at night and needed to be stretched out and lashed to a framework of metal stanchions. A shipmate working with Premo fell from an ammunition locker and broke his arm, leaving Premo to complete the task by himself.

A boat was heading toward shore with some of the ship's men who were going to church. The ship itself was moored to a buoy near the Aiea landing. As Premo was talking with the officer of the deck, planes roared down from above the hills surrounding the harbor and headed southwest toward "Battleship Row" at Ford Island.

Then came the sounds of gunfire and the explosions of bombs and torpedoes. The officer of the deck told young Premo no exercises were scheduled which might involve American planes. Then both saw the red rising sun insignias on the wings of the Japanese planes. General quarters was sounded.

Premo had already headed to his battle station, a 5-inch/25 caliber open gun mount on the ship's port

*Ships burning, black puffs of antiaircraft shells and confusion are memories recalled by Premo.*

side, just below the wing of the bridge.

The ready service ammunition lockers were locked, so the locks were broken off with fire axes.

Because the planes were flying so close and so fast, the ship's gunfire control directors were not of much use for aiming the guns. Fuze settings (which would control the explosion of the shells) had to be arrived at by guesswork and then put into the projectiles by hand rather than mechanically by a director.

With the chaos which prevailed, a number of the projectiles from various ships landed in the nearby shipyard bringing about an order to temporarily cease fire.

The Phoenix had other trouble, some self-inflicted. One of the 5-inch projectiles, which had a base-

*Continued*

*Planes roared down from above the hills and headed southwest toward Battleship Row.*

# Remembering Pearl Harbor

*Continued*

detonating fuze, was too large for the gun and exploded before it left the barrel. It cracked the barrel and put the gun out of commission. As it was discovered when the ammunition was test fired some months afterward, a large percentage of the projectiles were duds. They probably wouldn't have exploded even if they had hit Japanese planes.

But in the midst of the battle, with Japanese aircraft swirling around the harbor and many other ships firing, the problems were not as apparent as they would become weeks and months later.

"We could see a lot of planes going down," recalled Premo, "but I don't know if we hit any. Everyone seemed to be calm. We didn't really realize we had a chance to be killed."

One sailor tried hurling potatoes at the attacking planes because they were coming so close. But the Phoenix was virtually untouched by the Japanese. Their targets were the big ships in the harbor—the battleships and the old target ship Utah, which the enemy mistook for an aircraft carrier. As a result of the furious firing, brass shell casings were piled up on the cruiser's deck. During a lull in the action, some of the crew members smoked—ignoring a safety rule they wouldn't have dared breach in peacetime.

Nobody in the Phoenix was hurt, except the fellow who broke his arm before the attack came, and the only evidence of the Japanese presence discovered afterward was a spent machine gun bullet, probably fired by one of the strafing planes.

At the beginning of the air attack, the ship's commanding officer, Capt. Herman E. Fischer, was ashore. He caught a boat out to the Phoenix, released the anchor chain which ran to the buoy, and started to back the ship out to get her under way.

As the second wave of Japanese planes was attacking, the cruiser was headed around the north side of Ford Island. But, the ship was ordered back to its berth because of a report of Japanese midget submarines in the harbor. Fischer twisted the 608-foot-long cruiser around in a confined area, a fine feat of seamanship. He would not have attempted it without a pilot on board in a normal situation.

In the early afternoon, Phoenix got under way once again, this time heading around the south side of Ford Island, past the burning Arizona and the overturned hull of the Oklahoma. With heavy black smoke pouring out of the Arizona and the water of the harbor covered with oil, Premo knew that the damage was far worse than he had realized.

Small boats scurried around, attempting to pick up men swimming in the water. The Phoenix threaded its way through them, following the light cruiser St. Louis and followed in turn by a destroyer. This small, group of ships was joined by a few other vessels and they headed out to sea in a futile search for the Japanese aircraft carriers.

Considering the damage the aircraft had inflicted already, it is just as well that the small force didn't find the Japanese fleet.

The American ships circled the island for three days, then began escorting a convoy back to San Francisco to lift civilians from Hawaii to the mainland. The Phoenix made three such trips and there was no liberty for the disappointed crew on any but the last for the ship needed to escort still another convoy. On one trip, it was headed toward the Mare Island Navy Yard, but didn't even tie up. A replacement for the damaged gun barrel was brought out to the ship by barge and installed later.

From San Francisco, the Phoenix headed for Australia and then into the Indian Ocean, spending a number of months escorting convoys in that area. During the course of time Premo was in the ship, he remembers a number of torpedoes being fired at it. All missed. On one clear night in the Indian Ocean, when the sea was flat calm, the boiling wake of a torpedo was visible from some distance away. Premo remembers that the wake passed about 30 to 40 feet in front of the ship. As he watched it, it seemed to be coming a good deal closer.

Even if there were some close

*Oily, black smoke frames two battleships at Ford Island, a scene that will remain with Walter Premo.*

calls for Seaman Premo, the Navy at least gave him regular meals and a place to sleep.

He had enlisted in the Naval Reserve in April 1939, about seven months before his 18th birthday. His family, which lived in Saginaw, Mich., came apart when he was 11 and his mother died. There were seven children in the family, and his father couldn't handle the load by himself in the middle of a depression.

So Walter and his brothers and sisters went to live at St. Vincent's Orphanage in Saginaw. When he turned 16, he joined the Civilian Conservation Corps and became part of a crew that built roads, fire towers and bridges. He helped fight forest fires as well.

But the activity for which the CCC is probably most famous is the planting of trees, and Premo remembers that his crew put in thousands of them. "I've gone back there in recent years and have seen those trees. They're in such straight rows that it looks like a big cornfield," His pay for such work was $8 a month. "That was big money back then," he said.

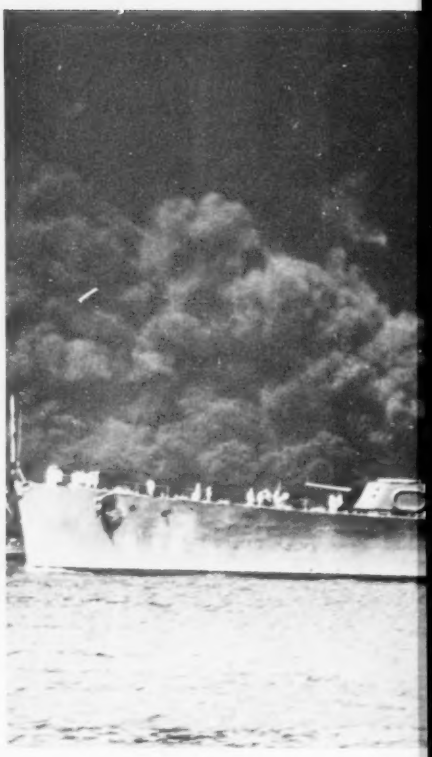
He saw his father from time to time, and it was Premo's father who helped influence him to join the Naval Reserve. His dad had served at a naval hospital in Newport News, Va., in World War I as a pharmacist's mate and later as a registered nurse. Premo's uncle was an influence as well, for he was then

*"Everyone seemed to be calm. We didn't really realize we had a chance to be killed."*

*Continued*

# Remembering Pearl Harbor

*Continued*



a member of the Naval Reserve, having served in the battleship New York in European waters during World War I.

The two of them gave Premo a fair amount of training, particularly in such things as tying knots, splicing line, working with wire rope, and other seamanship skills. Walter Premo drilled in an armory at Saginaw and on board a small patrol craft (YP) operating on both the Saginaw River and Lake Michigan.

In the summer of 1940 he spent two weeks on active duty aboard USS Wilmette, an 1,820-ton former passenger ship which had been built in 1903. The cruise on Lake Michigan left Chicago and involved young Premo in watchstanding and learning the duties of a deck seaman.

In October, he volunteered for active duty and was sent to a receiving ship at Yerba Buena Island, San Francisco. He didn't have to undergo Navy boot camp because of his reserve training.

He was soon part of the crew of the Phoenix, assigned to the 5-inch gun and serving as coxswain of the officers' motor boat when the ship was in port. Initially, he was first loader for the 5-inch gun but he relinquished that duty because the fixed, one-piece ammunition projectiles were too heavy for him. Though nearly 6 feet tall, he weighed only 135-140 pounds.

In addition to the gun, his division was responsible for cleanliness and preservation of the quarterdeck area on the port side of the cruiser. That included holystoning wooden decks, painting and taking care of the awning.

Following its foray to Australia and the Indian Ocean, the Phoenix returned to the United States in 1943 for an overhaul at the Philadelphia Navy Yard. By now a seaman first class, Premo shipped over as soon as the ship reached the Panama Canal. He enlisted for four years and transferred from the Naval Reserve to the regular Navy.

After Phoenix reached Philadelphia, Premo left for the Boston Navy Yard to join the crew of the new heavy cruiser Boston, which went into commission at the end of June. Following fitting out work at the shipyard and shakedown training, the ship headed for the Pacific, operating primarily with the fast carrier task forces which were instrumental in the island-hopping assaults that eventually led to Japan's downfall.

After he returned to the United States near the end of the war, Premo spent the rest of his active service time in the San Diego area. Initially, he underwent amphibious training to be an assault boat coxswain and coxswain of a salvage boat which would pull broached landing craft off the beach.

After serving as a master at arms at the amphibious training base at Coronado, Calif., the sailor, now a second class boatswain's mate, went to the Marine Corps' Camp Elliott to work in the post office. After that, he worked in the post office at the San Diego destroyer base and finally in the motion picture exchange at the Eleventh Naval District headquarters.

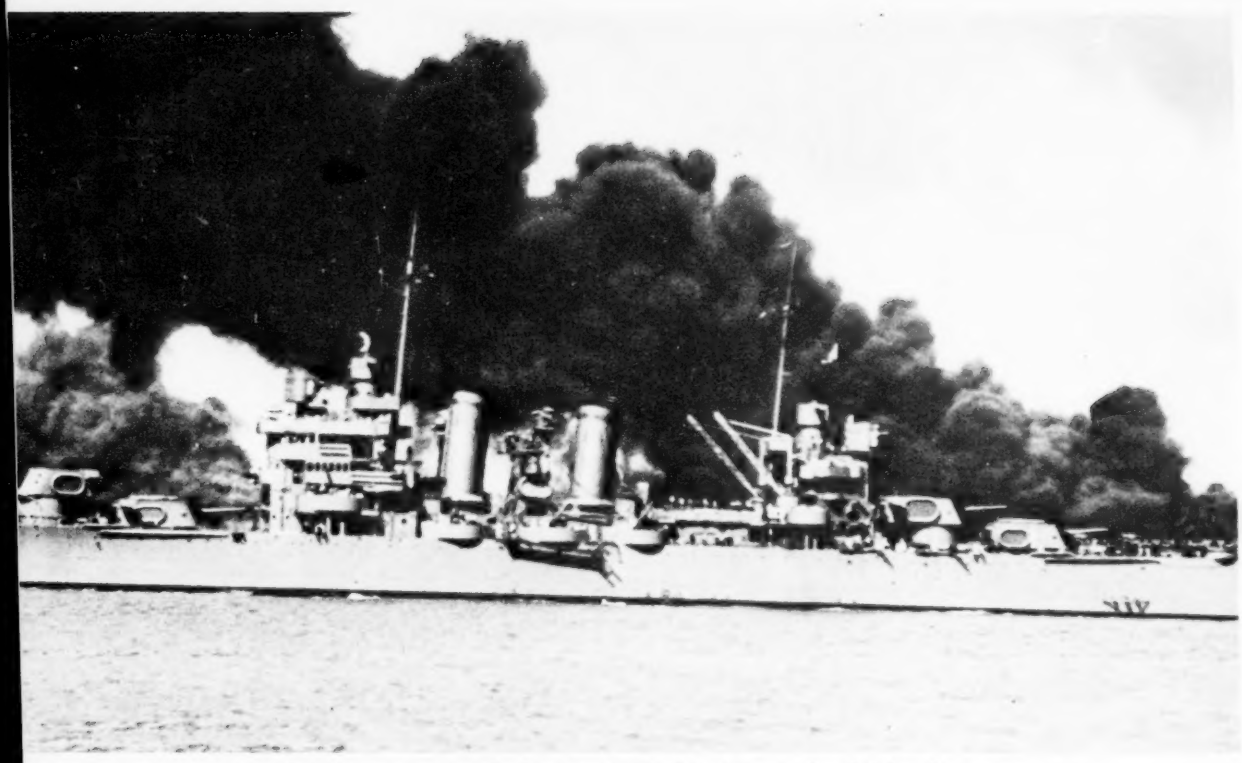
By then, the war had ended, and Premo was kept moving because his obligated service time was running out. Since he wasn't in training for any long-term job, he wound up getting a lot of short-term ones.

Premo's enlistment expired in May 1947 at a time when he was slated to serve in a tugboat heading for Alaska. He had married and become a father, so he wasn't eager for a separation.

Instead, he left active duty and headed home to Michigan. He rejoined the Naval Reserve but was in a standby status which didn't require him to drill. He did acquire a few retirement points each year and increased his time in grade in the event he were recalled for active service.

During the years that followed, Premo worked mostly in machine shops or driving trucks. For a time, he was with General Motors in Michigan, Pacific Valve in California, and later he drove concrete-mixing trucks in Florida.

By 1963, he had reached the machine shop of Meadows Manufacturing Co. in Atlanta, Ga. At that point, in an attempt to persuade his son to join the Naval Reserve, Premo resumed his reserve affiliation. Ironically, his son didn't get in, but Walter Premo stayed in the reserve for the next 16 years—until his retirement in November.



*Premo's ship USS Phoenix steams past the burning battleship Arizona, headed for the open sea.*

About a year after he resumed attending drills, he advanced to first class boatswain's mate and moved to York, Pa., his wife's home. He worked for Ettco Manufacturing, which built drilling and tapping machines, and in 1967 joined his present employer, Caterpillar, Inc., for whom he operates a computer-controlled horizontal boring and milling machine.

In the mid-1960s, as part of cutbacks instituted by Secretary of Defense Robert S. McNamara, the Naval Reserve center at York was closed, so Premo began making a round trip of more than 120 miles to drill in Baltimore.

Much of his Baltimore duty was concentrated in ship activation, maintenance, and repair (SAMAR) units, their mission being to keep reserve ships in condition for possible mobilization.

There wasn't too much need for his skills as a boatswain's mate, but he used his skills as a machinist in working on ships. He stayed with such duties until a Naval Reserve reorganization put him into the Military Sealift Command program in March 1977. There he stayed until his retirement.

More than 40 years after he first enlisted, the numbers add up to nearly 7 years on active duty (4 in the regular Navy), 17 years as a drilling reservist, and 16 years in standby. The battle stars on his Asiatic-Pacific service ribbon signify action in 12 campaigns, and the lines in his face bespeak an amount of knowledge and experience not measured in numbers. Walter Premo has served his country well. ⚓

Lieutenant Commander Stillwell served during the Southeast Asia War in the tank landing ship Washoe County and the battleship New Jersey. He is managing editor of the U.S. Naval Institute Proceedings, published in Annapolis, Md., and has served in the same Naval Reserve unit as Chief Premo since March 1977.

*Chief Boatswain's Mate Walter Premo (left) in 1979 and as he appeared (right) in 1940.*

*Built for the Navy in the 1950s, the oiler Kawishiwi carries more than 7 million gallons of fuel for Navy men-of-war.*

# Naval Fleet Auxiliary Continues To Expand

Oakland, Calif.—The Kawishiwi River in northeast Minnesota is used for logging and generating hydroelectric power. The ship Kawishiwi, now at the Naval Supply Center, also provides a source of energy—seven million gallons of fuel for the Navy's men-of-war in the eastern Pacific.

After nearly 25 years as a commissioned Navy oiler, with its crew earning numerous awards, Kawishiwi was decommissioned in October and assigned to Military Sealift Command for Civil Service manning.

Following a complete overhaul and modernization of its living quarters, USNS Kawishiwi, named for a river in Minnesota, will replace the MSC oiler Taluga and support the Navy's Third Fleet. Taluga was the first Navy oiler to be manned and operated by MSC.

Since then 10 more Navy oilers, four oceangoing tugs and a refrigerated stores ship have been assigned to MSC for operation. Those vessels make up the bulk of the Naval Fleet Auxiliary Force of 24 ships. All are MSC manned.

This year two newly constructed tugs, USNS Powhatan and Narragansett were delivered to MSC and five more are to be constructed and

assigned to the command for manning. Three fleet ballistic missile resupply ships and three cable laying and repair ships also are part of the Naval Fleet Auxiliary Force.

By next October the support force will grow even more when the last two Neosho class oilers are turned over to MSC and three more tugs come down the ways. The USS Truckee will be assigned to MSC January 30 and the Ponchatoula in September. The rest of the class includes the Neosho, Mississinewa, Hassayampa and Kawishiwi. All carry Indian names of North American rivers.

Narragansett departed on its maiden voyage from the shipyard in Marinette, Wisc. in November and headed for Oakland. It was scheduled to arrive before Christmas. The third tug, Catawba, has been christened and when the Great Lakes thaw next spring, it also will be headed for Oakland. USNS Navajo and Mohawk will be delivered in 1980 and the last two, Apache and Sioux, will join the fleet in fiscal year 1981. The seven tugs are named for American Indians or Indian tribes.

Kawishiwi was built by New York Shipbuilding Corp. at Camden, N.J. It was launched on Dec. 11, 1954 and commissioned on July 6, 1955. The main speaker at the commissioning ceremony was the late Senator and former Vice President Hubert H. Humphrey.

*Capt. J.C. Presley (center) turns the Kawishiwi over to MSC, Pacific represented by Capt. Charles Christensen. The ship's Civil Service master is Capt. Mike Watson (right).*

Kawishiwi was homeported at Long Beach, Calif. until shifting to Pearl Harbor in January 1958. Among its awards are the Meritorious Unit Citation for operations in Vietnam and several Battle "E" awards, the latest from January 1976 through June 1977. The oiler has supported Seventh Fleet operations in the western Pacific 19 times, the last time from January through June 1979.

*"Without oilers, fleet combat operations would grind to a halt in about five days."*

Civil Service master of Kawishiwi is Capt. Michael H. Watson. He graduated from the California Maritime Academy in 1961 and joined MSC the following year. In 1969 he received a Superior Accomplishment Award for his outstanding work as first officer aboard USNS Laurentia. He again was honored in 1975 when he was named marine employee of the year for his performance as first officer of USNS Falcon Lady, later renamed Columbia.

Captain Watson made permanent master in September 1977. Since then he has commanded the survey ship H.H. Hess and Taluga.

Chief engineer of Kawishiwi is Harold C. Boles and chief steward is Elias "Brownie" Watson.

Kawishiwi was taken over by MSC in formal ceremonies on October 10 at the Naval Supply Center, home of the MSC, Pacific area command.

In accepting the oiler, Pacific area commander Capt. Charles S. Christensen said, "We will do our damndest to make sure that it (Kawishiwi) continues to serve the fleet as well as it has in the past, and I suspect that we're going to try and better your record."

Principal speaker at the ceremony was Rear Adm. James H. Morris, deputy commander, Naval Surface Force, U.S. Pacific Fleet. He noted that the crew had nicknamed the ship Special K and their motto was "Anything, Anytime, Anywhere."

"One can appreciate just how important Kawishiwi's future role will be when you consider that without our oilers combat operations in the Second, Third, Sixth and Seventh Fleets would grind to a halt in about five days," he said. LG⚓

# Seafarers Find Haven At Seamen's Church Institute

*By Martin Gershen*

For 145 years it has stood as a beacon of light penetrating a dark and stormy sea, offering solace in a turbulent world, spiritual peace to those in need and companionship to the lonely seafarer.

It started as a floating chapel in 1834, known then as the Young Men's Auxiliary Missionary and Education Society.

Today it is the Seamen's Church Institute of New York and New Jersey, a 23-story edifice topped by a towering white cross that overlooks Battery Park and New York harbor. A smaller Mariners' International Center is located in Port Newark, N.J., site of the world's largest container port.

At its formation the institute consisted of 42 charter members drawn from Episcopal congregations in Manhattan, Brooklyn and Staten Island. Today the services it offers are ecumenical in scope and are dedicated primarily to the thousands of merchant seamen who come to the New York-New Jersey area and to other members of the maritime community.

A French 19th century journalist once coined an expression that has been absorbed into the English language: plus ca change, plus c'est la meme chose—the more things change, the more they remain the same.

Merchant seamen visiting the Port of New York can tell best whether that philosophy holds true. But, in 1834, when the Seamen's Church Institute was founded, "morale and morality were in short supply along the port's dingy, violent waterfront."

*Episcopal deacon, the Rev. Vicki Sanburn, is director of the new alcoholic rehabilitation program.*

*Nautical memorabilia is prominent in the office of the Rev. James Whittemore.*

An institute brochure which made this observation, added that "thieves, crimps and certain boardinghouse keepers conspired to plunder or shanghai defenseless seamen. Pimps, dance halls and cheap alcohol readily consumed hard earned wages providing the only solace for most lonely seafarers in port without family or friends."

The brochure added that "aboard ship, life, too, could be filled with violence and 'lost at sea' was not an uncommon epitaph."

Obviously there was a need for the institute and it expanded from floating chapels to a Dutch Colonial building erected at 25 South Street in 1913, a landmark that was affectionately known by seamen as "the doghouse."

The newest building at 24 South Street was erected in 1968.

The physical well being of a merchant seamen has improved but many needs still are not fully satisfied even though working and living conditions are vastly improved.

In some respects the prestige of the American seaman has diminished, according to the Rev. James R. Whittemore, institute director.

"It is definitely true that our young men don't want to go to sea. In the old days it had a higher status.

"In the 18th and 19th centuries the captain of a clipper, packet or whaling ship was looked upon as a very substantial citizen. He owned part of the ship," Reverend Whittemore said.

The officers may have had better status but the seamen were forgotten. Some feel they still are.

But not at the Seamen's Church Institute.

One of its most exciting programs is the upgrading school it runs for mates and engineers.

"One problem the merchant marine faces is that many of its trained officers stay only a limited amount of time," Reverend Whittemore said.

Under the direction of Dee N. Fitch, a retired Navy commander, the institute's Merchant Marine

School offers a program designed to meet the requirements of U.S. Coast Guard or Liberian licensing exams. Liberia has an office in New York City.

The course also is designed so students may begin weekly and continue to go to sea while they are studying. Seamen wishing to remain ashore may live at the institute which has 272 rooms, primarily for merchant seamen and their families.

Cost of the 14-week program ranges from $275 to $495 depending on the course of study. A student may continue to attend and take exams for a year, sometimes longer.

Also available at the institute are courses for shore based maritime personnel. At the Franklin D. Roosevelt Institute of Maritime Studies students may take courses in intermodal marine transportation.

Another major program available at the institute is a career and personal counseling service offered to seamen by trained psychologists on the institute staff.

The institute recently appointed an Episcopal lady deacon, the Rev. Vicki Sanburn, to head an alcoholic rehabilitation program.

The Seamen's Church Institute also runs an ecumenical ship visitation program that serves seamen anywhere in the New York area.

And some 3,500 volunteer knitters throughout the United States prepare wool hats, scarves and other necessities that are distributed in Christmas packages to seamen sailing around the world.

It started as a floating chapel, but today the Seamen's Church Institute is perhaps the greatest center of its kind in the United States. It has become a welcome landmark in New York, as familiar to seafarers as are the World Trade Center and the Empire State Building to New York City visitors. ⚓

*More than 10,000 Christmas boxes prepared by volunteers are sent to seafarers who will be at sea on Christmas.*

*Retired naval officer Dee Fitch (standing, second from right) heads the institute's Merchant Marine School.*

*Seamen's Church Institute stands as a beacon for lonely seafarers on the New York waterfront.*

# Finally, They're Doing Something About Weather

*By Louis Granger*

*This drawing shows a sky full of vehicles and instruments used in gathering scientific measurements for the 1979 study of world weather.*

The cliche that everybody talks about the weather but nobody does anything about it is now as dead as a summer petunia.

World scientists are probing and photographing the sky, the oceans and everything in between with about anything that can fly, float, drift or serve as a platform. It's all part of the largest international scientific experiment ever conducted.

Attempting to determine the limits of weather forecasting and then to design an integrated worldwide weather observation system are 147 member nations of the World Meteorological Organization and the International Council of Scientific Unions.

An 11-month program called the Global Weather Experiment began in January using satellites, balloons, ships, drifting buoys and both military and commercial aircraft.

The National Oceanic and Atmospheric Administration is coordinating U.S. participation in the experiment. Agencies involved include the military services; Departments of Commerce, Energy, Interior, Transportation and State; National Aeronautics and Space Administration; the National Center for Atmospheric Research; National Science Foundation and many civilian academic institutions. The National Academy of Sciences provides liaison with the international scientific community.

In May the Military Sealift Command's oceanographic research ship USNS Lynch supported the program for two weeks. Balloon-borne instrument packages were released twice a day from the ship as it sailed off Newfoundland. Master of the Lynch is George Leidiger and Chief Engineer is Anthony Sakevich.

The experiment is part of the 10-year Global Atmospheric Research Program which began in 1974 when

the earth's tropical belt from Mexico to East Africa was surveyed.

Worldwide weather observers make approximately 40,000 observations daily. They now are being supplemented by 10 space satellites, about 50 research vessels, 110 aircraft, 300 high-altitude balloons and 300 instrumented drifting buoys.

The World Weather Watch, established in 1967 during the fifth conference of the World Meteorological Organization, seeks to improve gathering weather data by the use of satellites, better data processing, use of computers and faster and more reliable communications.

The use of satellites in weather observations is increasing. According to a National Oceanic and Atmospheric Administration report, satellites are the "greatest significant advance in routine environmental monitoring that has been developed in history . . . contributing towards the savings of lives and property from natural disasters and improving the efficiency of the national economy."

A new generation of satellites is playing a central role in the Global Weather Experiment.

Five satellites now hover 22,300 miles above the equator in what scientists call a geosynchronous orbit. That means the satellites have been sychronized to orbit at the same speed and direction as the earth. They thus remain at the same positions over the earth at all times.

Three satellites are owned by the United States, one by Japan and the fifth by the European Space Agency.

Five polar-orbiting satellites are monitoring winds, atmospheric temperature and humidity. These include the U.S. space craft Tiros-N, the NOAA-A which was launched in April, and the Nimbus-7. The latter supplies information on ocean rainfall and sea-surface temperatures. Two other satellites are owned by the Soviet Union.

To study the broad geographical belt around the equator, an enormous heat sink that absorbs much of the sun's energy and controls much of the world's weather, 50 ships from 22 nations are releasing balloon-borne instrument packages called radiosondes over the equator. Part of the experiment was conducted from January 5 to March 5 and launchings began again in May. They end June 30.

*In May the USNS Lynch supported the weather experiment when balloon-borne instrument packages were released daily from the ship.*

Ten U.S. Air Force and NOAA aircraft also are flying daily sorties dropping wind-measuring instruments over the equatorial Atlantic, central and eastern Pacific and the Indian Ocean.

U.S. researchers are launching 150 constant-level balloons from Ascension Island in the Atlantic and Canton Island in the Pacific to monitor winds at 45,000 feet.

Weather observations normally are not available from the ocean expanses of the southern hemisphere. The U.S. polar-orbiting satellites help fill this void, but, to gather more detailed measurements, approximately 300 instrumented buoys from eight nations have been released. They collect sea-surface temperatures and atmospheric pressure measurements. The drifting buoys cover in an area 20 to 60 degrees south latitude—a north-south distance of 2,400 miles.

Commercial aviation also is playing an important part in the experiment. Twenty specially-equipped jet aircraft flying global routes are transmitting wind, temperature and pressure data to satellite receivers. Another 80 jet aircraft will be supplying the same information on a delayed basis.

The Global Weather Experiment data will be processed by centers in a number of nations, then forwarded to world data centers in Moscow and Washington, D.C., and to meteorological research laboratories in Bracknell, England, and Princeton, N.J.

Scientists will use computers to analyze the data and for the first time to construct a complete 12-month world weather history. Researchers then will be able to run computer experiments to test validity of projections and the data itself.

The outcome of these experiments should enable scientists to determine how far man can go in predicting weather conditions, what weather data are necessary to reach those limits, and what kind of global observing system is needed to gather the data.

Answers may take several years to develop, but results eventually could be far-reaching. Many industries, including construction, fishing, agriculture, transportation and energy producing agencies, would benefit from knowing what the weather might be several weeks in advance. (See companion story on savings due to satellite observations). ⚓

# Millions Saved on Earth By Satellites in the Sky

Satellite observations of the earth and its atmosphere are saving many millions of dollars for everything from the Hawaiian sugar industry to weather prognosticators who rely on Arctic ice observations.

The National Oceanic and Atmospheric Administration estimates savings of at least $172 million annually for industries and government agencies using information gathered and transmitted by polar orbiting and geostationary satellites built and launched by the National Aeronautics and Space Administration for NOAA.

According to a NOAA report, activities directly benefiting from satellite observations include the agricultural industry, Arctic and Great Lakes ice monitoring, Gulf Stream navigation, search and rescue operations, snow cover mapping, West Coast fishing industry, disaster warning and large scale weather forecasting. Agriculture, especially Florida citrus growers, may be the biggest beneficiary.

The report, Economic Benefits of Environmental Satellites by W. John Hussey and E. Larry Heacock, estimates an annual cost avoidance for sunshine state farmers of approximately $45 million. The savings come because farmers know more precisely when crop-killing frost will arrive.

Imagery from a NOAA geosynchronous satellite is computer-processed to provide a temperature map every 30 minutes that shows the southward progress of frost. With this information, growers can decide when or if they should start the costly process of heating citrus groves. Hourly state-wide cost of heating Florida citrus groves averages about $833,000.

NOAA estimated that by using satellite information farmers saved 1½ hours of heating time each cold night. Florida has frost from 34 to 40 nights a year.

Improved weather forecasting to farmers and food processing industries may have saved $74 million in 1971, according to a study of the growing, marketing and processing operations of the 20 most valuable crops in the United States.

"No attempts have been made to adjust the aforementioned savings to 1978 dollars, but the impact of inflation and especially petrochemical price increases on farm operations are known to be extensive," the NOAA report stated.

Crops most sensitive to temperature and moisture extremes and various insect and disease infestations include apples, citrus, cotton, rice and sugar beets. "Thus, weather information is utilized constantly to maximize the effectiveness of operations," the report said.

On the island of Oahu in Hawaii the Waialua Sugar Co. has 15,000 acres of sugar cane under cultivation. Company officals claimed they saved $1 million a year since they began using satellite pictures.

When a cane field is ready for harvest, it is first set on fire and burned. The remains must be harvested within 24 to 36 hours to avoid spoiling. Any significant rainfall during this period interferes with the movement of heavy harvesting vehicles and also hastens deterioration of the burned cane.

Although the report claimed that Military Sealift Command was saving an estimated $8,000 each day ships operate through Arctic waters, that dollar figure could not be confirmed. But, Lt. (j.g.) Dan Munger, ice operations officer for the Navy Fleet Weather Facility at Suitland, Md., said long range ice reconnaissance has improved due to satellites. Less ice damage to MSC ships and better routing are benefits the command reaps in use of its ships to supply military and government stations in the Arctic, he said.

Before the availability of satellite data, the Great Lakes usually were closed to shipping about two months each winter because of ice.

In 1976, however, satellites and side-looking radar on reconnaissance aircraft were put into operation. The high resolution satellite and radar images identified ice-free areas that

*Exxon oil tankers are routed along the East Coast to take advantage of the ever-changing position of the Gulf Stream. Satellite infrared photos such as this one show northbound currents that can be ridden on a northward transit. The Gulf Stream off Cape Hatteras, N.C. is at lower right. Chesapeake Bay is near center.*

could be used by ships that could operate longer than in the past. Extension of the annual shipping season "results in a cost benefit of $1 million per day," the NOAA report said.

Gulf and East Coast shippers also saved money by using satellite data to locate ever-changing positions of the Gulf Stream and the Gulf Loop Current.

In 1975, seven Exxon Corp. tanker masters used satellite data to ride the northbound currents of the Gulf Stream on northbound transits, and to avoid them on southbound passages.

The Exxon study indicated that the use of satellite information for navigation permitted a potential annual fuel saving of about $360,000 for their fleet of 15 tankers. That figure was based on a savings of 31,523 barrels of fuel oil at $11.50 a barrel. Fuel has risen considerably since 1975, and in May Bunker C fuel was approximately $17 a barrel. Diesel fuel was about $24 a barrel.

Hours flown by search and rescue aircraft of the Air Force and Civil Air patrol also have been reduced and fuel savings are about $7 million a year.

The Air Force Aerospace Rescue and Recovery Service cut back search and rescue missions flown by C-130 aircraft—at $995 an hour—by 7,000 hours in both 1976 and 1977 because satellites provided information they normally gathered.

If an aircraft is reported missing severe weather areas can be located on satellite pictures that show conditions at the time of a pilot's last report.

The photos show, for example, if air routes through mountainous regions were open or blocked by weather, and the height of a cloud layer that may have forced a pilot to fly at a lower level in an attempt to get through the weather.

The California wing of the Civil Air Patrol began using satellite photos in 1974. By mid-1975, it was apparent that satellite data was a time saving aid in locating missing aircraft, the NOAA report said.

"During this test period, 58 search missions were conducted and only two searches exceeded 48 hours. During the previous year, 46 search missions were conducted and CAP pilots generally spent more than a week searching for the crash site. Search missions of 24 to 48 hours are now common as opposed to several days to two weeks without satellite data," the report said.

The Coast Guard's International

*The first geostationary satellite took this view of the earth in October 1975. North and South America and the West Coast of Africa are visible.*

Ice Patrol figures it saves approximately $5 million a year in reduced flight hours and related costs because of satellite ice analyses which aid planning and identify those areas where visual reconnaissance missions can be flown with greatest efficiency.

West Coast fishermen also reap benefits from satellite infrared imagery that shows the location of thermal boundaries on the ocean surface. Bluefin tuna and salmon, the principal commercial fish along the West Coast, tend to congregate near thermal fronts.

Since April 1975, the National Environmental Satellite Service has been issuing sea temperature charts to help fishermen locate productive areas.

According to the NOAA report, one commercial salmon troller said he caught an extra $10,000 to $12,000 of fish as a direct result of using thermal front charts. Considering fuel savings and larger catches, NOAA estimates an annual benefit of $2.4 million for the West Coast fishing industry.

The cost of air reconnaissance of hurricanes in mid-ocean regions also his been reduced by about $1.8 million a year through satellite monitoring of the growth and movement of storms.

Hurricane reconnaissance aircraft no longer have to fly random search patterns over tropical storm areas to locate storms.

Improved accuracy in predicting where tropical storms may hit land is another economic benefit from the use of satellites. Weathermen can more precisely pinpoint the location of a hurricane at sea.

This permits a narrowing of coastal areas that will be given a hurricane warning. A typical Gulf of Mexico hurricane affects about 300 nautical miles of coastal area and costs approximately $25 million, including production losses.

Precise location of an offshore storm, which results in a reduction of even 5 per cent in the coastal warning area, means an annual cost avoidance for local residents and businesses of some $2.5 million.

Authors Hussey and Heacock say that other activities benefit from satellite information, such as local and worldwide weather forecasting. They may not allow for easy computation of dollar savings, "but it is many millions of dollars."

Intangible benefits, they said, include "lives saved by improved disaster warnings to the public regarding hurricanes, tornadoes, severe thunderstorms, and heavy rainfall or snow-melt-induced flooding.

And they are convinced that the satellite "has surely earned its place as an irreplaceable weather observing tool." LG⚓

# Tom Kennedy Ends 50 Years At Sea

*By Martin Gershen*

*Kennedy has a happy reunion with his family. From left are daughter Mrs. Anne Bardelli holding Scott, 1, Jacqueline, 3, and Elizabeth, 10.*

Thomas Kennedy is a rugged 65-year-old seaman. He has sailed as everything from ordinary to chief mate and has seen all of the major wars of his generation.

All you have to do is look at him, and you'll say to yourself, "This guy is hard as nails."

Well, what can you expect? Doesn't a man get that way if he has been going to sea for half a century?

Nope, on two counts.

In the first place, Kennedy corrects you, he has been going to sea for "only 49 years." And in the second place, you change your mind when you see this salty old boatswain surrounded by his three small grandchildren.

Hard as nails? Not when little Elizabeth, 10, hugs him tightly around the waist and looks up at him with adoration.

And when tiny Jacqueline, 3, or baby Scott, 1, come near him, that bos'n just melts, puckers up his lips and kisses them.

The children hardly know their grandfather. But then their mother, his daughter, Mrs. Anne Bardelli, of Glen Burnie, Md., hardly knows him either.

"My mother and father split at my birth. That was 30 years ago. I think he saw me at my baptism and then he went to the West Coast," Mrs. Bardelli said.

"He occasionally would write my mother. But the last time we heard from him was in 1956. I thought he was dead. Then I saw 'Roots'," Mrs. Bardelli recalled. "I told my mother that I sure would like to know something about my father. I would like to see him."

So Kennedy's former wife wrote to him. He replied and said he would come east. But he never did—until a year ago.

Kennedy picks up the story from here.

"I was staying at my buddy's house, about 80 miles north of Seattle and I decided I'd call my daughter. So I called her and said 'this is your father.' "

The two arranged to meet but Kennedy was hospitalized with phlebitis and they had to cancel.

Then on Dec. 31, 1978, the telephone in Mrs. Bardelli's home rang. Kennedy was at Baltimore-Washington International Airport and asked his daughter to pick him up. It was their first meeting in 30 years.

"I first went to sea in 1931 when I was 16," Kennedy recalled, "I sailed the SS Meton, a tanker owned by the C. D. Mallory Co. We picked

up oil on the West Coast and brought it to New Jersey.

"Shipping was tough in those days. Unions didn't mean a thing. You didn't even need a seaman's ticket. All you needed was a passport and I didn't even have that.

"But you couldn't get a job ashore. It was the depression. You made no money at sea. I think I got about $52 a month. But you had a better life.

"There was no hassle about running around looking for a job. You knew you had three meals a day and a place to sleep and you would be going where you could have a good time."

Kennedy described conditions aboard ship in the 1930s as "horrible." There was one messroom with two tables at which 26 men were fed, he recalled.

"The food was atrocious. You split one can of condensed milk between the two tables. If you ordered eggs you got one egg—for the day.

"Most of us lived in one fo'c's'le where every roll and pitch of the ship is felt. Nine times out of 10 in bad weather you could hardly get out the door.

"Sure, you got three meals a day—if you call them meals. The meat was scroungy and what you didn't eat today you got in the stew tomorrow.

"But the ATS was better," Kennedy said of the old Army Transport Service ships. "I started on them in 1937. I sailed aboard the Chateau Thierry, the Ludington and the old America which had been a German passenger ship. It was confiscated by the Americans in World War I."

Kennedy sailed the Chateau Thierry on runs from New York to Panama and the Ludington from New York to Honolulu.

The America, known by the Germans as Amerika and later renamed the Edmund B. Alexander, was an old coal burner and Kennedy remembers taking the first American troops to Newfoundland aboard it in 1940.

Another first in his life was when he sailed aboard the American Legion to Bermuda. "Everything was horse drawn in Bermuda, even the ambulance. But we put the first vehicle ashore there," Kennedy recalled.

He sailed all over the world but never on the Murmansk run. He had a healthy respect for seamen delivering supplies on that route to Russia during World War II.

"My father sailed twice on that run," he said. Kennedy's father, retired since 1930 after 32 years in the U.S. Navy, joined the merchant marine in World War II as a chief engineer.

Kennedy also was torpedoed during the war. It was when he was aboard the SS Topa-Topa, four days out of Trinidad bound for Takaradi on the Gold Coast of Africa.

"We got blown clear out of the water and lost half our gun crew and half the merchant marine crew including the skipper and the third mate.

"We managed to get one lifeboat in the water. We were going about eight knots when a guy jumped from the ship and hit the gunwhale and capsized the boat," he recalled.

Ten survivors were hanging onto a wooden barrel when the boat righted itself and they all climbed aboard.

"I was on the tiller all night because I was the only man who had any real experience," he recalled.

The sun was hot in the daytime. "We soaked our lifejackets and faked them out on the thwarts so we could get underneath and keep cool. There were 17 of us in the boat by the time we picked up everyone.

"Then after about the fourth day we spotted a ship. It was the Clan McGuinness of the Clan Line out of Liverpool. The skipper was Irish and the chief engineer Scotch and there's a combination for you," he laughed.

"The skipper rolled out the red carpet for us. It was a good ship."

Things have changed vastly in the merchant marine, Kennedy said. But the young men who go to sea today are different from his generation.

"What you find mostly today is that kids come out of the service and sail for two or three years. They make a stake and they get out. They can't stand being away from home too long."

Kennedy isn't critical of today's generation of seamen. What's happening in the U.S. Merchant Marine is happening in most western countries.

"Today, the average fellow going to sea has a better education and more opportunities. He makes a stake and he goes back to school. Most of us who went to sea in the 30s did it because conditions ashore were worse than aboard ship.

"Sure there are some people who go to sea because they like it. You get out there and the cobwebs are wiped from your mind and there is no smog and you work in the sunshine. There's nothing like it," he said.

But Kennedy doesn't think the opportunity for adventure at sea is the same today as it may have been.

"I doubt if there ever was adventure. It was hard work and 90 per cent of the seamen were beat out of their money by the masters.

"But you used to spend quite a bit of time in port. I liked to visit places. Today there is a quick turnaround and you haven't got time to go anywhere. The average seaman can't afford to go ashore in Japan or Singapore or Hong Kong or France or Germany.

"But Bahrain (on the Persian Gulf), now that's out of this world," he said.

Kennedy, however, managed to live a good life. Since 1950 he has lived in the Far East where he had married a Japanese lady. Today, their son Ray is a lieutenant with the 101st Airmobile Division.

Kennedy's last home was in Guam and his last ship was the USNS Sealift Antarctic operated by Marine Transport Lines. Now he is planning to retire in Hawaii. That's not a bad life for a good seaman. ⚓

# Pregnant Pirates Escape Hanging

*By Suzanne J. Stack*

"And then, my lord, those two pirates boarded my ship and carried off struggling and tender young males as well as loot."

An indignant witness pointed accusingly at two members of Calico Jack's crew standing bound before the judge.

Spectators in the Vice-Admiralty Court in Jamaica couldn't believe their ears. Hot blooded pirates who preferred tender lads to buxom lassies? Laughter filled the courtroom.

Pirates didn't allow women on their ships in 1720 and this testimony seemed to confirm what those townsmen with more lurid imaginations had suspected all along.

More entertainment was to come.

"My lord, we plead our bellies," the pirates insisted when asked why they should not be hanged.

The Governor of Jamaica, presiding over the court, stared at the two ragged seamen before him. They did not look any different than the rest of the pirate crew he already had sentenced to death.

Yet, they had just invoked a law which forbids the execution of a pregnant woman. Even in the 18th century, courts were not allowed to kill an unborn child.

He ordered the prisoners examined.

Pirates Anne Bonney and Mary Read were indeed, pregnant. A court surgeon confirmed their sex and condition. Observers had been fooled by the loose cotton jumpers and pantaloons they wore.

Judge and spectators were shocked. Anne and Mary had been the only pirates to put up a fight when government troops swarmed over the side of the pirate ship. The rest of Calico Jack Rackham's crew lay dead drunk on deck or ran below to hide.

Anne Bonney and Mary Read received a separate trial and, although condemned to death, they did not hang with Captain Rackham and the rest of his crew on Nov. 21, 1720. Mary died in prison during childbirth (prison fever, according to another account), but Anne survived and was released through efforts of friends in South Carolina.

Anne and Mary were the only female pirates whose actions were documented in English history.

An official report of their trial in San Jago de la Vega was sent to the English Council for Trade and survives in the Public Record Office in London today. It is just a small pamphlet printed in Jamaica a year after their trial but it includes actual trial testimony.

Witnesses testified that Anne and Mary were full-fledged members of a ship's crew at a time when women did not go to sea. Women certainly were not allowed on Royal Navy or merchant ships and pirates were equally strict.

"No woman or boys among us," was a common rule in pirate articles of agreement. Articles of agreement were codes of conduct drawn up by a pirate crew before every voyage specifying booty, division of the payment for bodily injury and punishment for misconduct.

Another pirate active in the Caribbean at this time was even more explicit in his ban against women. Capt. Bartholomew Roberts stated in his articles: "If any man were found guilty of seducing any of the latter sex and carried her to sea disguised, he was to suffer death."

Death didn't mean 'walk the plank.' That punishment was rarely, if ever used. It meant marooning. A man would be cast ashore on a deserted island with no food or water and equipped with only a pistol with enough powder and shot to kill himself when he could no longer stand the isolation.

Anne and Mary were probably smuggled aboard Captain Rackham's ship at different times, but the crew members who were responsible apparently were not punished. Instead, even if Anne and Mary wore male disguise to begin with, they soon abandoned any pretense and were open about their sex. They were accepted as part of the crew.

Two Frenchmen who had been prisoners aboard the pirate ship confirmed this: "When we saw any vessel, gave chase or attacked, they (Mary and Anne) wore men's clothing. At all other times they wore women's clothes."

The women wore sailors' pants and jackets for convenience, not disguise. Women's fashions in the 18th century were too confining in battle. Mary and Anne also carried a cutlass and a brace of pistols.

*Continued*

*Pirates Anne and Mary were "very active on board and willing to do anything."*

*An illustration of Anne Bonney and Mary Read was included in History of the Pirates (1726). It showed them in men's clothes, worn more for convenience than disguise.*

# Pirates

*Continued*

The same witnesses added that the women did not seem to have been detained by force. They apparently served of their own free will and consent. Both were "very active on board and willing to do anything."

"Anything" probably meant sharing their favors with the crew since pirate ships were run as a democracy. Captain and officers were elected from among the crew. A captain would be set adrift in a small boat or unceremoniously dumped on an island if the crew suspected him of cowardness or favoritism. Rackham himself had gained control of the ship that way. No officer could keep a woman for his exclusive use without risking rebellion.

Anne and Mary were also no strangers to violence.

Thomas Dillon, master of a sloop taken by Rackham, recalled the women boarding his ship were "both profligate, cursing and swearing much." Anne Bonney had a gun in her hand and threatened him.

Another witness at their trial, Dorothy Thomas, also suffered at their hands. She had been paddling in her canoe when pirates attacked and stole her provisions. Although Mary and Anne were dressed in long jackets and trousers with handkerchiefs bound around their heads, she knew they were women by the "largeness of their breasts."

When she was rash enough to comment on their sex, Anne and Mary kicked her to her knees and threatened to have her killed.

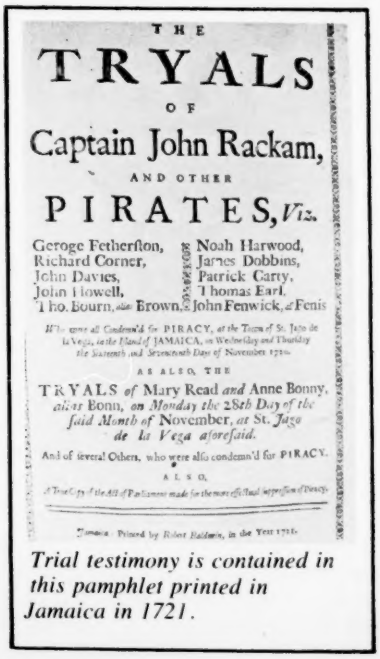
Dorothy Thomas was lucky Mary Read did not kill her on the spot. She had not hesitated to use her sword against a crew member a few weeks before when Mary's current 'husband' had a violent argument with a fellow pirate and challenged him to a duel. Before the duel could take place, Mary deliberately picked a fight with the same man and ran him through with her cutlass. She did not want her lover harmed.

Even in prison, Mary and Anne displayed the qualities that made them pirates.

Anne had been Captain Rackham's lover for many years and earlier had bore him a son who later was abandoned in Cuba. Supposedly she was once more carrying his child. Yet, when she saw him pass her cell on his way to the gallows she told him she was sorry to see him in such circumstances "but if he had fought like a man, he need not hang like a dog." She could not forget his cowardness when his ship was captured.

Mary also was undaunted. "Hanging is no great hardship," she told a visitor while in prison, "for were it not for that, every cowardly fellow would turn pirate and so infest the seas that men of courage must starve; that if it was put to the choice of pirates, they would not have the punishment less than death, the fear of which kept some dastardly rogues honest."

The printed account of the trial makes no mention of the lives the two women led before they became pirates, except to call them "spinsters of New Providence." New Providence was a pirate stronghold in the Bahamas.



THE
TRYALS
OF
Captain John Rackam,
AND OTHER
PIRATES, *Viz.*

Geroge Fetherſton, Noah Harwood,
Richard Corner, James Dobbins,
John Davies, Patrick Carty,
John Howell, Thomas Earl,
Tho. Bourn, *alias* Brown, & John Fenwick, *alias* Fenis

*Who were all Condemn'd for* PIRACY, *at the Town of St. Jago de la Vega, in the Island of* JAMAICA, *on Wednesday and Thursday the Sixteenth and Seventeenth Days of* November 1720.

AS ALSO, THE

TRYALS *of* Mary Read *and* Anne Bonny, *alias* Bonn, *on Monday the 28th Day of the said Month of* November, *at St. Jago de la Vega aforesaid.*

And of several Others, who were also condemn'd for PIRACY.

ALSO,

*A True Copy of the Act of Parliament made for the more effectual suppression of Piracy.*

Jamaica. Printed by Robert Baldwin, in the Year 1721.

*Trial testimony is contained in this pamphlet printed in Jamaica in 1721.*

Historians say Anne was a heiress from Carolina who was disowned when she eloped with James Bonney, a pirate who took her to the West Indies. When he turned informer, she left him and took up with John Rackham, a pirate nicknamed Calico Jack because of his striped seamen's trousers.

Mary came to the sea by a different route. She supposedly carried off a successful male impersonation for many years, fighting as an infantry soldier in Flanders. After a long military career, she retired on pension and married a fellow soldier. When he died, she sailed to the West Indies where she eventually joined Rackham's crew. Although Mary was tall and strong, historians do not fully explain how she passed muster as a man in confined barracks or during forced marches.

Mary's past is a combination of the tales of Mrs. Christian Davies (Mother Ross) who supposedly served as a dragoon in Ireland and Hannah Snell who claimed to have served in both the Navy and Army undetected as a woman. It is difficult to separate truth from fiction.

Historians also are unable to explain why Anne Bonney and Mary Read are the only female pirates we know about. They did sail with Calico Jack at a time when piracy in the West Indies was on a decline. Pirate ship discipline may have relaxed enough to permit them aboard. By 1700, well known pirates like Captain Kidd and Blackbeard had been captured and executed while others like Henry Morgan had turned informer. Wiser pirates had left the Caribbean for the Indian Ocean where rich Arab and Indian merchant ships sailed. Only lesser pirates remained in the West Indies.

There probably were other female pirates since both men and women found a seagoing career attractive. However, both Anne Bonney and Mary Read would have been exceptions in any age, as pirates or in another adventurous sort of life. ⚓

# Born January 1951, Died December 1979, at Age 28

Effective with this December 1979 issue, Sealift magazine, the official magazine of the Navy's Military Sealift Command, will cease publication.

We would like to think we will be missed since a lot of effort, considerable imagination, never-ending research and a lot of keyboard pounding were needed to produce 336 issues of Sealift.

But, just as many national magazines have perished under the weight of increasing costs, limitations on available manpower, lack of contributors both within and outside the command, and the need to accomplish other informational tasks that promise greater benefit to the command, Sealift is being discontinued.

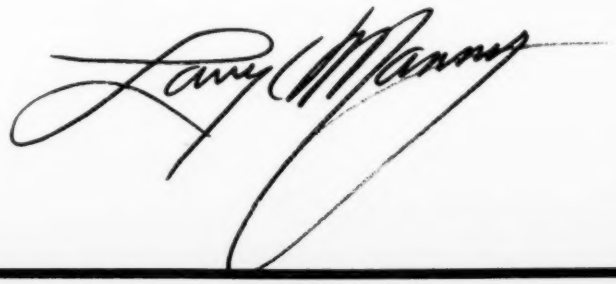
One Sealift role, informing MSC employees, already has been taken over by the MSC Newsletter. The Newsletter can be produced and mailed quickly and cheaply and it reaches its intended audience in a few days. By contrast, time needed to identify and write Sealift stories, and the months it takes to get the magazine in the hands of an audience that literally is located around the globe limits the timeliness, and thus the value, of Sealift.

Another big segment of the Sealift audience - the managers of Department of Defense transportation and the military customers MSC supports - will be served by a new newsletter, a monthly Command Action Report. It will focus on policy, on command programs, on matters of direct concern to that portion of the Sealift audience.

MSC employees and the maritime industry have another source of information, the Ocean Echo and Mariner, publications of MSC, Pacific and MSC, Atlantic area commands. Since the area commands are where the action is, these publications will be able to fill the void that Sealift's demise creates and help keep you informed while also making certain that the accomplishments of the command and its people are fully recognized.

So, in behalf of all those who have served on the Sealift staff, I would like to express our thanks for the support you have given us and your interest in what we have tried to do.

It has truly been enjoyable. It has been satisfying to receive your comments, critical or laudatory, since both indicated you have been a part of the communication process, participants in the flow of information we sought to maintain. That goal is one we intend to continue to serve, although in a different way. We hope you will continue to support us in that effort.



*Chief Boatswain's Mate Walter Premo was a 20-year-old seaman second class on Dec. 7, 1941. He was helping to unfurl an awning aboard USS Phoenix when planes with red rising sun insignias on their wings zoomed from behind the hills surrounding Pearl Harbor. The Phoenix survived the attack and the war. Premo left active duty in 1947 and returned to the Naval Reserve. After more than 40 years of naval service, he retired in November.* *See story on page 4.*

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